

Project Title	210, 214, and 220 W. Ahwanee Avenue General Plan Amendment (GPA) and Rezoning
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	George Schroeder, Associate Planner
Phone Number	(408) 730-7443
Project Location	210, 214, and 220 W. Ahwanee Avenue (APNs: 204-03-003, 204-03-002, and 204-03-043, resp). Sunnyvale, CA 94085
Applicant's Name	M Designs Architects (210 W. Ahwanee Avenue) City of Sunnyvale (214 and 220 W. Ahwanee Avenue)
Zoning	M-S/PD (Industrial and Service with a Planned Development combining district)
General Plan	Industrial
Other Public Agencies whose approval is required	None

BRIEF PROJECT DESCRIPTION

The proposed project includes the following related applications:

General Plan Amendment

- From Industrial to Residential High Density (27-45 du/ac)

Rezoning

- From M-S/PD to R-4/PD

On August 26, 2014, a General Plan Amendment Initiation study (RTC No. 14-0193) was approved for 210 W. Ahwanee Avenue. The City Council authorized a study to study amending the General Plan land use designation of the site from Industrial to Commercial Neighborhood Shopping, Residential Low-Medium Density (7-14 du/ac), Residential Medium Density (14-27 du/ac), and Residential High Density (27-45 du/ac).

The City Council's motion also included expanding the study area for the whole block of the south side of W. Ahwanee Avenue between San Aleso Avenue to Borregas Avenue to minimize spot zoning concerns and to ensure a coherent long-term plan for the block. In addition to 210, 214, and 220 W. Ahwanee, four other project sites are included in the study area – 870-898 San Aleso Avenue (APN 204-02-007), 126 W. Ahwanee Avenue (APN 204-03-004), 883 Borregas Avenue (APN 204-03-044) and 821-829 Borregas Avenue (APN 204-03-045). These four sites are

included for context because they are on the same block as the project sites, and their existing General Plan and Zoning designations are not expected to change with this project.

The property owner of 210 W. Ahwanee Avenue subsequently applied for the General Plan Amendment and Rezoning on February 3, 2016.

DETAILED PROJECT DESCRIPTION

Surrounding Uses and Setting:

210 W. Ahwanee Avenue

The site at 210 W. Ahwanee Avenue is located mid-block on the south side of Ahwanee Avenue between San Aleso Avenue and Borregas Avenue. The lot size is 18,164 square feet (0.41 acres). There is an existing chain link fence and driveway gate along the frontage. Vehicular access is from Ahwanee Avenue and there is no separate pedestrian path from the public sidewalk. The site's General Plan land use designation is Industrial and is zoned M-S/PD (Industrial and Service with a Planned Development combining district). The applicant proposes to amend the project site's land use designation to Residential High Density (27-45 du/ac) and rezone to R-4/PD (Residential High Density with a Planned Development combining district).

A one-story abandoned automobile repair facility with ancillary storage sheds is currently located onsite. County records indicate that the building was developed in 1950. The repair facility is located towards the rear of the site with a paved parking lot along the frontage. The facility building is designed in a traditional small warehouse style with rectangular form, a metal gable roof, corrugated metal and wood-sided walls, two service bays on the front of the building, and high clerestory windows on the sides. Prior to the existing development, the site was historically used as agricultural land. There are no private trees onsite, but there are seven protected trees located immediately adjacent to the east side of the site. There are no City street trees along the frontage.

The surrounding land uses are US Route 101 to the north; detached single-family residential homes to the south [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0]; a 69-unit apartment building at 126 W. Ahwanee Avenue to the east [General Plan: Residential High Density (27-45 du/ac)/Zoning: R4]; and 214 W. Ahwanee Avenue to the west [General Plan: Industrial/Zoning: M-S/PD].

214 W. Ahwanee Avenue

The site at 214 W. Ahwanee Avenue is located mid-block on the south side of Ahwanee Avenue between San Aleso Avenue and Borregas Avenue. The lot size is 13,800 square feet (0.31 acres). There is existing fencing on the side property lines that extend to the frontage. Vehicular access is from Ahwanee Avenue and there is no separate pedestrian path from the public sidewalk. The site's General Plan land use designation is Industrial and is zoned M-S/PD (Industrial and Service with a Planned Development combining district). To ensure consistent General Plan and Zoning designations on the block, the study proposes to amend the project site's land use designation to Residential High Density (27-45 du/ac) and rezone to R-4/PD (Residential High Density with a Planned Development combining district).

A one-story single-family residential home with ancillary storage and parking structures is currently located onsite. County records indicate that the building was developed in 1946. The home is located closer to the frontage than the adjacent automobile repair facility at 210 W.

Ahwanee Avenue and there is a paved driveway that leads to the rear of the site. The home is designed in a Minimal Traditional style with rectangular form, gable and flat roof forms, and wood-sided walls. Prior to the existing development, the site was historically used as agricultural land. There are a few private trees onsite, and a City street tree along the frontage.

The surrounding land uses are US Route 101 to the north; detached single-family residential homes to the south [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0]; 210 W. Ahwanee Avenue to the east [General Plan: Industrial/Zoning: M-S/PD]; and 220 W. Ahwanee Avenue to the west [General Plan: Industrial/Zoning: M-S/PD].

220 W. Ahwanee Avenue

The site at 220 W. Ahwanee Avenue is located mid-block on the south side of Ahwanee Avenue between San Aleso Avenue and Borregas Avenue. The lot size is 51,401 square feet (1.18 acres). There are two driveway gates near the frontage. Vehicular access is from Ahwanee Avenue and there is a separate pedestrian path from the public sidewalk to the building entrance. The site's General Plan land use designation is Industrial and is zoned M-S/PD (Industrial and Service with a Planned Development combining district). To ensure consistent General Plan and Zoning designations on the block, the study proposes to amend the project site's land use designation to Residential High Density (27-45 du/ac) and rezone to R-4/PD (Residential High Density with a Planned Development combining district).

A self-storage facility consisting of two three-story buildings is currently located onsite. County records indicate that the buildings were developed in 1987. The facility building is located closer to the frontage than the single-family home at 214 W. Ahwanee Avenue and automobile repair facility at 210 W. Ahwanee Avenue. There is a paved driveway and surface parking on the sides and rear of the main building. The self-storage facility buildings are designed in a warehouse style with rectangular form, gable and shed standing seam metal roof forms, and stucco walls with metal panel accents. Prior to the existing development, the site was historically used as agricultural land. There are a few trees along the perimeter of the site and more trees near the frontage.

The surrounding land uses are US Route 101 to the north; detached single-family residential homes to the south [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0]; 214 W. Ahwanee Avenue to the east [General Plan: Industrial/Zoning: M-S/PD]; and a 60-unit apartment building at 870-898 San Aleso Avenue to the west [General Plan: Residential High Density (27-45 du/ac)/Zoning: R4].

On-site Development:

210 W. Ahwanee Avenue

If the General Plan Amendment and Rezoning application is approved, the proposed project at 210 W. Ahwanee Avenue is anticipated to consist of the complete demolition of the existing automobile repair facility and construction of a four-story, 14-unit residential condominium building with a one-level underground parking structure. The applicant has provided conceptual plans to assist in understanding the potential redevelopment of the site. The conceptual site plan shows the condominium building in the middle portion of the site with a common open space area to the rear and common and private open spaces on either side. Private balconies are located on three sides of the building. A two-way vehicular driveway on the east side would be accessed from W. Ahwanee Avenue with a ramp down to an underground parking garage with open parking. A pedestrian walkway for the residents of the development would be provided on the west side of

the site to the public sidewalk on W. Ahwanee Avenue. Unit sizes range from 1,119 to 1,939 square feet (1,363 square-foot average size) and include two to four bedrooms each. Each unit would have at least one dedicated parking space within the underground parking structure, and a minimum of 15 guest parking spaces would also be provided in the parking structure. Solid waste and recycling storage would be located within the underground parking structure. All neighboring trees potentially affected by the project construction are anticipated to be preserved.

If the General Plan Amendment and Rezoning application is approved, a Special Development Permit (SDP) and Tentative Map (TM) would be required for the formal project review, since the site would be located within a Planned Development combining district and involves subdivision for ownership lots. Subsequent environmental review would also be required to analyze the project details and any new information since recordation of this initial study. Deviations from the Sunnyvale Municipal Code (SMC) may be considered with the SDP.

214 and 220 W. Ahwanee Avenue

There is no foreseeable development proposal for 214 and 220 W. Ahwanee Avenue, only a proposed amendment to the General Plan land use designation from Industrial to Residential High Density (27-45 du/ac) and rezoning from M-S/PD to R-4/PD. The City Council authorized a land use and zoning study of the block where these parcels are located as part of the review of 210 W. Ahwanee Avenue. If approved, the high density residential General Plan and zoning designations would be consistent and contiguous with existing high density residential parcels at 870-898 San Aleso Avenue and 126 W. Ahwanee Avenue. The General Plan Amendment and rezoning would have no immediate impact in the physical development of 214 and 220 W. Ahwanee Avenue and would only affect future redevelopment proposals. If the General Plan Amendment and rezoning is not approved, there would still be no foreseeable change in both sites' physical development, and future redevelopment proposals would still need to be consistent with the existing industrial land use and zoning designations for the sites.

Construction Activities and Schedule:

210 W. Ahwanee Avenue

Construction details and schedule will be provided during the SDP and TM review process, as construction would not immediately occur as part of the General Plan Amendment and Rezoning application. Eventual construction activities would include full demolition of the existing building and paving onsite and construction of a four-story, 14-unit residential condominium building with a one-level underground parking structure and associated on-site and off-site improvements. Construction is not anticipated to include deep pile foundations or pile driving. The project will be subject to the Sunnyvale Municipal Code requirements for construction noise and hours of construction contained in Chapter 16.08.030 of the SMC.

214 and 220 W. Ahwanee Avenue

No physical changes for the 214 and 220 W. Ahwanee Avenue sites are proposed as part of the General Plan Amendment and rezoning.

Off-site Improvements:

210 W. Ahwanee Avenue

The extent of off-site improvements would be fully understood as part of the SDP and TM review process. Off-site improvements would not immediately occur as part of the General Plan Amendment and Rezoning application. Anticipated improvements preliminarily identified by the

City's Department of Public Works includes removal of the existing driveway approach, curb, and gutter on W. Ahwanee Avenue and installation of a new driveway approach, curb, gutter, and sidewalk; new City street trees; upgrading existing streetlight fixtures along the project frontage to LED fixtures; slurry seal on W. Ahwanee Avenue along the project frontage; and utility undergrounding, new domestic water, sewer, and fire service lateral lines as required by the Municipal Code.

214 and 220 W. Ahwanee Avenue

No offsite improvements for the 214 and 220 W. Ahwanee Avenue sites are proposed as part of the General Plan Amendment and rezoning.

IMPORTANT NOTE TO THE READER

The California Supreme Court in a December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (No. S 213478)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

The City of Sunnyvale currently has policies that address existing conditions (e.g., air quality, noise, and hazards) affecting a proposed project, which are also addressed in this study. This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document (e.g., EIR or Initial Study) can include information of interest even if such information is not an "environmental impact" as defined by CEQA.

Therefore, where applicable, in addition to describing the impacts of the project on the environment, this study will discuss "planning considerations" that relate to City policies pertaining to existing conditions. Such examples include, but are not limited to, locating a project near sources of air emissions that can pose a health risk, in a floodplain, in a geologic hazard zone, in a high noise environment, or on/adjacent to sites involving hazardous substances.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, “Earlier Analysis,” may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
6. Earlier Analysis Used. Identify and state where they are available for review.
7. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
8. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project
9. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |

MANDATORY FINDINGS OF SIGNIFICANCE (see checklist for further information):

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

☐ Yes☒ No

Mandatory Findings of Significance? Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?

☐ Yes☒ No

Mandatory Findings of Significance? Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐ Yes☒ No

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Checklist Prepared By: George Schroeder

Date: 2/10/2017

Title: Associate Planner

City of Sunnyvale

Signature:

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
1. Aesthetics - Substantially damage scenic resources, including, but not limited to trees, historic buildings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan www.sunnyvaleplanning.com
2. Aesthetics - Substantially degrade the existing visual character or quality of the site and its surroundings including significant adverse visual changes to neighborhood character	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan www.sunnyvaleplanning.com
3. Aesthetics - Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan www.sunnyvaleplanning.com
4. Population and Housing - Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), in a way that is inconsistent with the Sunnyvale General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale General Plan Map, and Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com
5. Population and Housing - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3, and Housing Chapter 5 of the Sunnyvale General Plan and General Plan Map www.sunnyvaleplanning.com
6. Population and Housing - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Housing Chapter 5 of the Sunnyvale General Plan and General Plan Map www.sunnyvaleplanning.com
7. Land Use Planning - Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map www.sunnyvaleplanning.com
8. Land Use Planning conflict - With the Sunnyvale General Plan, Zoning Ordinance, San Francisco Bay Conservation and Development Commission (BCDC) area or related specific plan adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan, Title 19 (Zoning) of the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off Project Description
9. Transportation and Traffic - Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Parking Requirements (Section 19.46) in the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19-4-19_46&frames=off

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
10. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Moffett Field AICUZ , Sunnyvale Zoning Map, Sunnyvale General Plan Map www.sunnyvaleplanning.com
11. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no private airstrips in or in the vicinity of Sunnyvale
12. For a project within the vicinity of Moffett Federal Airfield, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Moffett Field AICUZ
13. Agricultural Resources - Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map www.sunnyvaleplanning.com
14. Noise - Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, SMC www.sunnyvaleplanning.com 19.42 Noise Ordinance http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off Environmental Noise Assessment by Charles M. Salter Associates, dated October 4, 2016
15. Noise - Exposure of persons to or generation of excessive ground borne vibration?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com Environmental Noise Assessment by Charles M. Salter Associates, dated October 4, 2016
16. Noise - A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com Environmental Noise Assessment by Charles M. Salter Associates, dated October 4, 2016
17. Biological Resources - Have a substantially adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

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18. Biological Resources - Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
19. Biological Resources - Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
20. Biological Resources - Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SMC 19.90 Tree Preservation Ordinance Sunnyvale Inventory of Heritage Trees Arborist Report by Henry Ardalan, dated August 31, 2016
21. Biological Resources - Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan and General Plan Map www.sunnyvaleplanning.com
22. Historic and Cultural Resources - Cause a substantial adverse change in the significance of a historical resource or a substantial adverse change in an archeological resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Community Character Chapter 4 of the Sunnyvale General Plan, Sunnyvale Inventory of Heritage Resources The United States Secretary of the Interior's "Guidelines for Rehabilitation" Criteria of the National Register of Historic Places California Historical Resources Information System (CHRIS) Letter, dated August 31, 2016
23. Historic and Cultural Resources - Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	California Health and Safety Code Section 7050.5(b), CEQA Guidelines Section 15064.5(e) Project description California Historical Resources Information System (CHRIS) Letter, dated August 31, 2016
24. Public Services - Would the project result in substantial adverse physical	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The following public school districts are located in the City of Sunnyvale:

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impacts associated with the provision of new or expanded public schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives?					Fremont Union High School District, Sunnyvale Elementary School District, Cupertino Union School District and Santa Clara Unified School District.
25. Air Quality - Conflict with or obstruct implementation of the <u>BAAQMD</u> air quality plan? How close is the use to a major road, hwy. or freeway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Sunnyvale Air Quality Sub-Element www.sunnyvaleplanning.com Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds AB 32 Project Climate Action Plan CEQA Checklist Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
27. Air Quality - Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale Climate Action Plan 2014 AB 32 Project Climate Action Plan CEQA Checklist Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
28. Air Quality - Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
29. Air Quality - Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
30. Air Quality - Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
31. Seismic Safety - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
32. Seismic Safety - Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
33. Seismic Safety - Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
34. Seismic Safety - Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if “Less Than Significant” with or without mitigation:

2. Aesthetics – Visual Character (Less Than Significant) – The proposed General Plan Amendment and Rezoning for 210, 214, and 220 W. Ahwanee Avenue would not include immediate construction to alter the visual character or quality of the site and its surroundings. However, a subsequent development project for the 210 W. Ahwanee Avenue site is anticipated if the General Plan Amendment and Rezoning application is approved. Based on the conceptual site plan provided by the applicant, a four-story, 14-unit condominium building with an underground parking structure would replace the existing one-story automobile repair facility building. The proposed project is subject to the Citywide Design Guidelines and High Density Residential Design Guidelines, and the design of the building and site layout will be in general conformance with the adopted design guidelines. The project is not anticipated to result in the removal of immediately adjacent offsite trees. The applicant is required to install frontage and landscape improvements per the Sunnyvale Municipal Code and Standard Details and Specifications.

The proposed development and related landscaping improvements will be visually compatible with the surrounding neighborhood consisting of high and low density residential development. A four-story building at 210 W. Ahwanee Avenue would be two stories taller than the adjacent apartments to the east and three stories taller than the adjacent single-family residential homes to the south and west. Differing building heights between adjoining sites are not uncommon in Sunnyvale, and potential adverse impacts can be mitigated through building setbacks and privacy mitigation. Moreover, the current height allowance for M-S/PD-zoned

sites is eight stories and 75 feet compared to four stories and 55 feet for R4-zoned sites. The City's implementation of the Citywide Design Guidelines and High Density Residential Design Guidelines and review of development plans at a subsequent public hearing for the SDP and TM process will ensure that the final design of the project is consistent with City codes and guidelines. The project will not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts would be less than significant.

4. Population and Housing (Less Than Significant) –

210 W. Ahwanee Avenue

The site at 210 W. Ahwanee Avenue currently has a General Plan designation of Industrial and is zoned M-S/DP. The conceptual development project is a 14-unit residential condominium development and is inconsistent with the current land use designations, as no standalone residential units are allowed by right to be built onsite. As proposed, the project would amend the General Plan designation to Residential High Density (27-45 du/ac) and rezone to R-4/PD (High Density Residential with a Planned Development combining district). These amendments would allow a maximum of 15 units to be built onsite. The proposed density is consistent with two nearby properties in the study area (870-898 San Aleso Avenue and 126 W. Ahwanee Avenue). If the proposed General Plan Amendment and Rezoning application is approved, the project scope would be consistent with all applicable City land use regulations. If the General Plan Amendment and Rezoning application is not approved, the conceptual 14-unit residential condominium development project cannot be approved as proposed. Therefore, impacts would be less than significant. **(Less Than Significant Impact)**

214 and 220 W. Ahwanee Avenue

The project sites at 214 and 220 W. Ahwanee Avenue currently have a General Plan designation of Industrial and are zoned M-S/DP. The proposed General Plan Amendment to Residential High Density and rezoning to R-4/PD would allow the potential for a maximum of 53 additional housing units to be built (11 on 214 W. Ahwanee Avenue and 42 on 220 W. Ahwanee Avenue). However, the General Plan Amendment and rezoning would not immediately result in changes in use or construction for both sites. There are no applications for development at this time. Any future proposals to construct these units would be subject to the City's discretionary review process and associated environmental review. Therefore, impacts would be less than significant. **(Less Than Significant Impact)**

8. Land Use Planning Conflict (Less Than Significant) – Changes in land use and zoning designations are not adverse environmental impacts in and of themselves, but they may create conditions that adversely affect existing uses in the immediate vicinity. The high density residential General Plan and zoning designations proposed for 210, 214, and 220 W. Ahwanee Avenue would result in a similar density as the nearby 870-898 San Aleso Avenue and 126 W. Ahwanee Avenue sites within the study area, and would create a contiguous block of high density residential zoning. The additional units may result in conflicts because of neighboring resident concerns regarding parking, traffic, and neighborhood compatibility. However, there is no evidence to suggest that the additional units would result in significant environmental impacts to the surrounding neighborhood. Therefore, it is reasonable to assume that the change in land use and density would not result in a land use conflict, and impacts would be less than significant. **(Less Than Significant Impact)**

14. Noise – Interior and Exterior Exposure (Less than Significant) – A noise study was prepared for the 210 W. Ahwanee Avenue site by Charles M. Salter Associates, Inc., dated October 4, 2016. The study also included noise measurements in front of the 214 and 220 W. Ahwanee Avenue sites. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8 a.m. and 5 p.m.

The study evaluated existing noise conditions and noise mitigations to be consistent with General Plan standards. The study noted that vehicle traffic from W. Ahwanee Avenue and US Route 101 are the major

existing noise sources at the project site. Existing long-term noise measurements along the W. Ahwanee Avenue frontage ranged from 59 to 70 dBA with calculated DNL's (day-night levels occurring over a 24-hour day) of 71 dBA. Existing short-term noise measurements were calculated at 67, 72, and 75 dBA (at 5, 25, and 40 feet above grade, resp.) at the conceptual location of the front façade of the 210 W. Ahwanee Avenue residential condominium project; 64 dBA at the middle of the 210 W. Ahwanee Avenue site; and 71 dBA at the 220 W. Ahwanee Avenue site. Instantaneous aircraft noise measurements exceeded 75 dBA 14 times out of the 48-hour measurement period.

Estimated future noise levels at the sites range from below 60 dBA DNL at the southern portion shielded by building mass to 76 dBA DNL at four-story heights towards the frontage or northern portion. These noise levels fall into the General Plan's normally acceptable through unacceptable categories for residential projects. For instance, the first three stories of the conceptual building location for 210 W. Ahwanee Avenue would result in conditionally acceptable noise levels while the fourth floor falls into an unacceptable category.

As previously discussed, in December 2015, the California Supreme Court issued an opinion in "CBIA vs. BAAQMD" holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or residents unless the project risks exacerbating those environmental hazards or risks that already exist. Nevertheless, the City has policies and regulations that address existing conditions affecting a proposed project, which are discussed below as planning considerations. Applicable General Plan policies include the following:

- Goal SN-8 which is to maintain or achieve a compatible noise environment for all land uses in the community. The goal further states that interior noise levels cannot exceed an Ldn of 45 dBA and a residential site with an exterior Ldn above 60 dBA needs a detailed noise study and mitigation plan. Residential areas are considered "normally acceptable" if the Ldn is below 60 dBA, while Ldn between 60 and 75 dBA is considered "conditionally acceptable," and above 75 dBA is "unacceptable."
- Policy SN-8.1 which is to enforce and supplement state laws regarding interior noise levels of residential units;
- Policy SN-8.3 which states that maximum instantaneous noise levels from aircraft and trains should not be louder than 50 dBA in bedrooms and 55 dBA in other habitable rooms;
- Policy SN-8.5 which states to comply with state of California noise guidelines for land use planning for the compatibility of land uses with their noise environments, except where the City determines that there are prevailing circumstances of a unique or special nature; and
- Policy SN-8.7 which states for residential uses to attempt to achieve an outdoor L_{dn} of no greater than 60 dBA for common recreational areas, backyards, patios, and medium and large-size balconies.

The existing noise levels at the project site are not considered environmental impacts under CEQA and the recommendations below are provided as planning considerations for consistency with the General Plan:

- Require a site-specific study to determine the specific exterior to interior noise reduction needed, depending on building setback, height, and architectural design.

INTERIOR NOISE:

- Preliminary window and door sound insulation ratings intended to meet standard maximum interior noise levels (45 dBA):
 - 1st floor: STC 28
 - 2nd through 4th floors:
 - Facing US Route 101, perpendicular facades of great rooms: STC 39
 - Perpendicular to US Route 101: STC 30 to 33 on 2nd and 3rd floors; STC 32 to 36 on 4th floor
 - Opposite US Route 101: STC 28 to 30

- Preliminary window and door sound insulation ratings intended to meet maximum interior aircraft noise levels (50 dBA in bedrooms and 55 dBA in other habitable spaces):
 - STC 36 to 40 at bedrooms
 - STC 32 to 34 at other habitable rooms
- Any fourth floor windows on the north-facing (W. Ahwanee Avenue) façade require further analysis. Sound insulation ratings above STC 36 are expected to be necessary to meet the 45 dBA maximum interior noise level standard.
- Minimum exterior wall construction should be equivalent to three-coat stucco over wood sheathing, 2x4 or 2x6 wood studs with batt insulation in stud cavities, and one to two layers of gypsum board on the interior.
- Bedrooms should be carpeted.
- Incorporate a ventilation or air conditioning system that meets ventilation requirements with windows in the closed position. This should be discussed with the project mechanical engineer and must not compromise sound insulation of the building shell.

EXTERIOR NOISE

- Locate common outdoor use space in the southern portion of the site, or inset to the east and west building facades, in locations fully shielded from vehicle traffic on W. Ahwanee Avenue.
- Avoid locating outdoor use space along W. Ahwanee Avenue with a line of sight to vehicular traffic.
- An acoustic consultant should review the site and unit plans during the design phase to identify whether localized noise barriers would reduce transportation noise. This applies to future balconies with exposure to US Route 101. One approach towards reducing transportation may be to recess or inset balconies into the east or west building facades, or provide shielded courtyards.
- Where estimated future noise levels fall into the City's conditionally acceptable category (60 to 75 dBA DNL), incorporate partial height noise barriers, which block the line-of-sight between a seated person and the adjacent roadways. Effective barriers should be solid from bottom to top with no cracks or gaps (e.g., glass barriers) and should have a minimum surface density 3 pounds per square foot.
- Do not plan balconies on the fourth floor of north-facing (W. Ahwanee Avenue) facade.
- An acoustical consultant should review manufacturer's noise level data of all proposed outdoor mechanical equipment during the design phase to determine if noise reduction measures are needed. If needed, noise reduction may include a combination of selecting quiet units, maintaining minimum distances to property lines, physical barriers and/or enclosures.

As the above are not considered required CEQA mitigation measures, the City has the discretion to require the above as conditions of approval when considering the project. **(Less than Significant)**

15. Ground Borne Vibration Exposure (Less than Significant with Mitigation) – The noise study did not address construction noise impacts since the construction details are not available at this time. In absence of project-specific recommendations, SMC Section 16.08.030 places restrictions on time of construction activity to minimize nuisance to neighboring properties but does not include noise limits generated by construction. However, these short-term noise levels have the potential to disturb residences living nearby during the course of demolition and construction. Per the applicant's preliminary project description, construction is not anticipated to include deep pile foundations or pile driving. Through the implementation of the current Sunnyvale Municipal Code construction noise regulations, standard conditions of approval, Climate Action Plan checklist provisions, and mitigation measures below, construction-related noise impacts will be mitigated to less than significant levels.

MITIGATIONS – Construction-Related Noise

WHAT:

- (1) All internal combustion engines used at the project site must be equipped with a type of muffler recommended by the vehicle manufacturer. All equipment must be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components.

- (2) Construction operations must comply with the limits of the City of Sunnyvale Municipal Code.
- (3) Place long-term stationary equipment as far away from the residential areas as possible.
- (4) Demolish the east and west portions of the existing buildings first leaving the north and south walls of the buildings closest to the neighboring residences up for as long as possible as these walls will act as sound barriers.
- (5) Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets as much as possible.
- (6) Orient the concrete crusher so that the hopper (noise end) faces away from noise sensitive receptors.
- (7) Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- (8) Use a motor grader rather than a bulldozer for final grading.
- (9) Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than manual hammering.
- (10) Use generators and compressors that are housed in acoustical enclosures rather than weather enclosures or none at all.

WHEN: These mitigations shall be incorporated into conditions of approval for the Special Development Permit (SDP) prior to its final approval by the City's Planning Commission. The conditions will become valid when the SDP is approved and prior to building permit issuance.

WHO: The property owner shall be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

19. Biological Resources – Wildlife (Less than Significant with Mitigation) – While the sites at 210, 214, and 220 W. Ahwanee Avenue are disturbed and developed, raptors (such as falcons, hawks, eagles, and owls) and other migratory birds may utilize the large trees on-site for foraging or nesting. Nesting raptors are among the species protected under provisions of the Migratory Bird Treaty Act and California Department of Fish and Wildlife (CDFW) Code Sections 3503, 3503.5, and 2800. Construction disturbance near raptor nests can also result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment in the trees on the project site. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact. The following mitigation measures will be implemented to avoid abandonment of raptor and other protected migratory birds nests, and reduce impacts to a less than significant level. Therefore, the following mitigation measures are recommended to reduce potential impacts on biological resources:

MITIGATION – Biological Resources - Wildlife

WHAT:

- (1) If construction commences anytime during the nesting/breeding season of native bird species (typically February through August), a qualified biologist must conduct a preconstruction survey of the project vicinity for nesting/breeding birds at least 30 days prior to the start of construction activities. The intent of the survey is to determine if active raptor nests or other species protected by the Migratory Bird Treaty Act are present within the construction zone or within 250 feet of construction zone for raptors and 50 feet of the construction zone for other migratory birds. The survey area must include all trees and shrubs within zones that have the potential to support nesting birds.

- (2) If active nests are found in the area that could be directly affected or are within 250 feet of construction for raptors and 50 feet for other migratory birds, a no-disturbance buffer zone must be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. Once the young have fledged, tree removal and other construction activities may commence.

WHEN: These mitigations shall be incorporated into conditions of approval for the Special Development Permit (SDP) prior to its final approval by the City's Planning Commission. The conditions will become valid when the SDP is approved and prior to building permit issuance.

WHO: The property owner shall be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

20. Biological Resources - Trees (Less than Significant with Mitigation) – An arborist report was prepared for the 210 W. Ahwanee Avenue site by Henry Ardalan, dated August 31, 2016. The report is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. An arborist report was not prepared for the 214 and 220 W. Ahwanee Avenue sites since no physical changes are proposed.

The report inventoried eight trees, all of which are located on adjacent sites to the east and south of 210 W. Ahwanee Avenue. Seven California Fan Palms are located near the east side property line and a Black Walnut tree is located 20 feet south of the rear property line. All trees are protected per City code (12" or greater in diameter or 38" or greater in circumference) rated with a high suitability for preservation. The report notes that the conceptual underground garage could impact the California Fan Palms and recommends mitigation measures to reduce impacts from construction. The project would have a less than significant impact to tree resources with the following mitigation measures:

MITIGATION – Biological Resources- Trees

WHAT:

- (1) The project arborist report shall be copied onto a plan sheet and become part of the final construction plans.
- (2) All plans affecting trees (e.g. – demolition, grading, utility, shall be reviewed by the project arborist.
- (3) A Tree Protection Zone "TPZ" shall be established around each tree to be preserved. No trenching, grading, and excavation shall occur within the TPZ. No underground services, including utilities, sub-drains, water or sewer shall be placed in the TPZ.
- (4) No excess soil, additional fill, chemicals, paints, cement or construction spoils and debris shall be placed in the TPZ.
- (5) Tree Preservation Guidelines prepared by the project arborist shall be included on all plans.
- (6) Any herbicides placed under paving materials must be safer for use around trees and labeled for that use.
- (7) Irrigation systems must be designed so that no trenching will occur within the TPZ.
- (8) The construction superintendent shall meet with the project arborist before any work, including demolition, begins.
- (9) Fence all trees to be preserved to completely enclose the TPZ prior to demolition or grading. Fences shall be six feet high, minimum 12-gauge chain link attached to two-inch diameter galvanized iron posts driven 1.5 feet into the ground at no more than 10-foot spacing. Fencing shall remain in place during the entire construction to prevent impingement of construction vehicles, materials, spoils, and equipment into or upon the TPZ.
- (10) Mulch the TPZ prior to the onset of site work with four to six inches of wood chip mulch.

- (11) Warning signs shall be posted on the protective fences, warning that all personnel must keep out of the fence perimeter.
- (12) Any changes to or the temporary removal of fencing or section of fencing shall be done under the advice and supervision of the project arborist.
- (13) Tree #8 may require pruning to provide construction clearance. All pruning shall be performed or supervised by a certified arborist and adhere to the latest edition of the ANSI Z133 and A300 standards as well as best management practices.
- (14) Cutting of lateral roots of trees #1-8, on the side nearest to the proposed construction footprint may be necessary during basement garage excavation. The cutting of roots over two inches in diameter shall be performed or supervised by the project arborist. All the roots that must be pruned shall be cut square at undamaged tissue with a clean and sharp saw.
- (15) Cross section of pruned roots shall be protected and shaded by immediately covering the side of the trench or side of the excavated area with multiple layers of burlap sheeting that is kept wet by watering several times a day.
- (16) Wet concrete is toxic and shall not be in contact with the tree root pruning cut. Protect the pruning cuts with an impermeable material before any concrete work.
- (17) If injury should occur to any of the protected trees during construction, the project arborist shall be notified as soon as possible so that remedial treatment can be applied. Periodic routine inspection by the project arborist is recommended during construction, particularly if trees are impacted by trenching and grading operations. The project arborist shall be consulted as to timing of removal of the protective fencing.

WHEN: These mitigations shall be incorporated into conditions of approval for the Special Development Permit (SDP) prior to its final approval by the City's Planning Commission. The conditions will become valid when the SDP is approved and prior to building permit issuance.

WHO: The property owner shall be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

22. Historic and Cultural Resources – Adverse Change in Significance (Less than Significant) – The existing building on the 210 W. Ahwanee Avenue site is more than 45 years old. Buildings, structures, and objects 45 years or older may be of historical value per the State of California Office of Historic Preservation (OHP). The project site is not on the City's list of historic resources, which is routinely updated. There are no visual or documented characteristics of the existing building that demonstrates important patterns of development or architectural styles that occurred in California or Sunnyvale. There is also no evidence that the building was associated with the lives of persons of significant historical importance. Therefore, the proposed demolition of the building onsite would result in a less than significant impact.

23. Historic and Cultural Resources – Disturbance of Cultural Remains (Less than Significant with Mitigation) – If approvals are obtained for the 210 W. Ahwanee Avenue site, project construction would include grading and land disturbance. No immediate physical changes are proposed for 214 and 220 W. Ahwanee Avenue. A CHRIS letter dated August 31, 2016 documents a records search that reviewed pertinent base maps, cultural resources records and reports, historic-period maps, and literature from Santa Clara County. The records search found no record of cultural resource studies in the study area and no recorded archaeological resources. The OHP lists no recorded buildings or structures on or adjacent to the study area. There is a moderate potential for unrecorded Native American resources and low potential of unrecorded archaeological resources in the study area. As required by CEQA, the City sent letters via certified mail to local Native American tribes on June 22, 2016. No requests for consultation were received within the State-specified

timelines. Since there is a potential for discovery of cultural resources, the following mitigations are recommended to reduce the potential impact to less than significant level:

MITIGATION – Historic and Cultural Resources

WHAT:

- (1) An archeological monitor and a Native American representative must monitor ground disturbing demolition, grubbing, scraping, grading, trenching and any other excavation within the project site. Archeological monitoring must be continued until the archeologist and Native American monitors are satisfied that no significant cultural deposits will be impacted by the project.
- (2) If human remains are encountered, all work must stop in the immediate vicinity of the discovered remains and the County Coroner as well as a qualified archeologist (if not already present) must be notified immediately so that an evaluation can be performed. Procedures at this point are prescribed by law. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission must be contacted by the Coroner so that a “Most Likely Descendant” can be designated. Once the Most Likely Descendant has inspected the discovered remains, the remains can be reinterred with appropriate dignity.
- (3) Archeological monitoring must be conducted following the procedures specified below in the event that potentially significant cultural deposits or human burials are found during the development:
 - (a) Monitoring will consist of directly watching the major excavation process. Monitoring will occur during the entire work day, and will continue on a daily basis until a depth of excavation has been reached at which resources could not occur. This depth is estimated as usually about 5 feet below grade at the beginning of the project, but may require modifications in specific cases, and will be determined by the monitoring archeologist based on observed soil conditions.
 - (b) Spot checks will consist of partial monitoring of the progress of excavation over the course of the project. During spot checks all soils material, open excavations, recently grubbed areas, and other soil disturbances will be inspected. The frequency and duration of spot checks will be based on the relative sensitivity of the exposed soils and active work areas. The monitoring archeologist will determine the relative sensitivity of the parcel.
 - (c) If prehistoric human interments (human burials) are encountered within the project area, all work must be halted in the immediate vicinity of the find. The County Coroner, project superintendence, and the Agency Liaison should be contacted immediately. The procedures to be following at this point are prescribed by law.
 - (d) If significant cultural deposits other than human burials are encountered, the project should be modified to allow the artifacts or features to be left in place, or the archaeological consultant should undertake the recovery of the deposit or feature. Significant cultural deposits are defined as archaeological features or artifacts that associate with the prehistoric period, the historic era Mission and Pueblo Periods and the American era up to about 1900.
 - (e) Whenever the monitoring archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit will be stopped, and the excavation inspected by the monitoring archaeologist. If the suspected remains prove to be non-significant or non-cultural in origin, work will recommence immediately. If the suspected remains prove to be part of a significant deposit, all work should be halted in that location until removal has been accomplished. If human remains (burials) are found, the County Coroner must be contacted so that they (or a

designated representative) can evaluate the discovered remains and implement proper contacts with pertinent Native American representatives.

- (f) Equipment stoppages will only involve those pieces of equipment that have actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers the entire building site.
- (4) During temporary equipment stoppages brought about to examine suspected remains, the archaeologist should accomplish the necessary tasks with all due speed.

WHEN: These mitigations shall be incorporated into conditions of approval for the Special Development Permit (SDP) prior to its final approval by the City's Planning Commission. The conditions will become valid when the SDP is approved and prior to building permit issuance.

WHO: The project property owner shall be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

24. Public Services – Schools (Less than Significant) – The sites at 210, 214, and 220 W. Ahwanee Avenue are located within the Sunnyvale School District and Fremont Union High School District. In both districts, all new residential developments are required to fully offset their anticipated impact on demand for schools by paying a school impact fee as set by the Districts. The City requires evidence of school impact fee payment prior to issuance of building permits. Therefore, impacts on public schools will be less than significant.

25. Air Quality – Conflict with BAAQMD Air Quality Plan (Less than Significant) – An Air Quality and Greenhouse Gas Assessment for the study area (south side of W. Ahwanee Avenue between San Aleso Avenue and Borregas Avenue) with emphasis on the conceptual development project at the 210 W. Ahwanee Avenue site was prepared by Illingworth & Rodkin, Inc. dated January 10, 2017. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. The project would not conflict with the Bay Area 2010 Clean Air Plan since the size of the project would have emissions below BAAQMD thresholds, the project would be considered urban infill, the project would be located near employment centers, and the project would be located near transit with regional connections.

26 and 27. Air Quality – Greenhouse Gases (Less than Significant) - The air quality study notes that the 210 W. Ahwanee Avenue conceptual development project does not exceed the screening size for significant greenhouse gas emissions. Operational emissions would also not exceed BAAQMD thresholds. Moreover, the project is subject to the City's Climate Action Plan, and a checklist has been prepared to document consistency.

28. Air Quality – Violate any Air Quality Standard (Less than Significant) – The air quality study notes that the project would not contribute substantially to existing or projected violations of air quality standards since the size of the project would have emissions below BAAQMD thresholds.

29. Air Quality – Cumulatively Considerable Net Increase of Pollutants (Less than Significant with Mitigation) – The air quality study conducted a construction buildout scenario with the California Emissions Estimator Model (CalEEMod). The scenario analyzed complete redevelopment of the study area with the exception of the existing commercial center at 823-883 Borregas Avenue. This scenario assumed high density residential maximum buildout for 210, 214, and 220 W. Ahwanee Avenue and redevelopment of existing apartments at 870-898 San Aleso Avenue and 126 W. Ahwanee Avenue at their existing high density

residential land use and zoning designations. Construction and operational exhaust emissions from the project would be less than significant because computed emissions would not exceed the BAAQMD significance thresholds. However, construction activities, particularly during site preparation and grading, would temporarily generate dust, including disturbed soils at the construction site and trucks carrying uncovered loads of soils. Implementation of the below mitigation measures to control construction emissions would reduce this impact to a less than significant level:

MITIGATION – Air Quality – Cumulatively Considerable Net Increase of Pollutants

WHAT:

- 1) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 3) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- 4) All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- 6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- 7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- 8) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- 9) All diesel-powered construction equipment larger than 50 horsepower and operating onsite for more than two days continuously shall meet US EPA particulate matter emission standards for Tier 2 engines or equivalent. Equipment retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS) would exceed this standard.

WHEN: These mitigations shall be incorporated into conditions of approval for the Special Development Permit (SDP) prior to its final approval by the City's Planning Commission. The conditions will become valid when the SDP is approved and prior to building permit issuance.

WHO: The project property owner shall be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

30. Air Quality – Exposure to Sensitive Receptors (Less than Significant and Less than Significant with Mitigation) –

Community Risk Impacts from Existing Sources

The air quality study notes that the project would place the potential for new residences in close proximity to US Route 101 - a freeway that has 171,000 average daily trips (ADT). US Route 101 is also the only toxic air contaminant (TAC) affecting the study area. The study notes that the maximum increased cancer risk from diesel particulate matter (DPM) on US Route 101 at second floor heights of the study area is 18.2 in 1,000,000, which is above BAAQMD's threshold of significance of 10 in 1,000,000. Cancer risk at other locations and first floor heights would be lower than the maximum cancer risk. The study also modeled fine particulate matter

(PM_{2.5}) exposures from US Route 101 at the study area, where exposures of 0.4 to 1.1 micrograms per cubic meter (µg/m³) exceed the PM_{2.5} threshold of greater than 0.3 µg/m³. The study notes that maintained ventilation systems with high-efficiency air filtration of the fresh air supply could reduce overall concentrations and cancer risk.

As previously discussed, in December 2015, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbating those environmental hazards or risks that already exist. Nevertheless, the City has policies and regulations that address existing conditions affecting a proposed project, which are discussed below as planning considerations. Applicable General Plan policies include the following:

- Goal EM-11 which is to improve Sunnyvale’s air quality and reduce the exposure of its citizens to air pollutants.
- Policy EM-11.1 that states the City should actively participate in regional air quality planning.
- Policy EM-11.3 that requires all new development to utilize site planning to protect citizens from unnecessary exposure to air pollutants.

The fine particulate matter exposure at the project site is not considered an environmental impact under CEQA and the recommendations below are provided as planning considerations for consistency with the General Plan:

- Install air filtration that serves all residential dwelling units that have cancer risks greater than 10 chances per million. Air filtration devices should be rated MERV13 or higher. To ensure adequate health protection to sensitive receptors, a ventilation system should meet the following minimal design standards:
 - A MERV13 filter or higher rating;
 - At least one air exchange(s) per hour of fresh outside filtered air; and
 - At least four air exchange(s) per hour recirculation.
 Alternatively, at the approval of the City, equivalent control technology may be used if it is shown by a qualified air quality consultant or heating, ventilation, and air conditioning (HVAC) engineer that it would reduce risk below significance thresholds.
- As part of implementing this measure, an ongoing maintenance plan for the buildings’ heating, ventilation, and air conditioning (HVAC) air filtration system should be developed. Recognizing that emissions from air pollution sources are decreasing, the maintenance period will last as long as significant excess cancer risk exposures are predicted. Subsequent studies could be conducted by an air quality expert approved by the City to identify the ongoing need for the filtered ventilation systems as future information becomes available.
- The lease agreement and other property documents should: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.
- Prior to final occupancy, an authorized air pollutant consultant should verify all the necessary measures to reduce TAC exposure.

Incorporation of these measures would reduce the maximum cancer risk by 70 percent, which results in a cancer risk of 5.5 in one million and annual fine particulate matter concentration of 0.3 µg/m³, which would not exceed BAAQMD significance thresholds.

As the above are not considered required CEQA mitigation measures, the City has the discretion to require the above as conditions of approval when considering the project. **(Less than Significant)**

Project Construction Activity (210 W. Ahwanee Avenue)

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Construction exhaust emissions may pose community risks for sensitive receptors. The study conducted a community risk assessment of the conceptual project construction activities of 210 W. Ahwanee Avenue on nearby sensitive receptors. Maximum increased residential cancer risks would be 94.1 in 1,000,000 for an infant exposure and 1.9 in 1,000,000 for an adult exposure. The maximum residential excess cancer risk would be greater than the BAAQMD significance threshold of 10 in 1,000,000. The maximum-modeled annual fine particulate matter concentration of $0.7 \mu\text{g}/\text{m}^3$ would be greater than the BAAQMD significance threshold. The diesel particulate matter concentration would be lower than significance thresholds.

Implementation of the below mitigation measures to reduce construction exhaust emissions and maximum increased cancer risk would reduce this impact to a less than significant level:

*MITIGATION – Air Quality – Project Construction Activity on Sensitive Receptors***WHAT:**

- 1) Selection of equipment during construction to minimize emissions. Such equipment shall include the following:

All diesel-powered off-road equipment operating on the site for more than two days continuously shall, at a minimum, meet US EPA particulate matter emissions standards for Tier 4 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.
- 2) At all times the Bay Area Air Quality Management District's CEQA Guidelines and "Basic Construction Mitigation Measures Recommended for All Proposed Projects", shall be implemented.
- 3) Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]), or less. Clear signage will be provided at all access points to remind construction workers of idling restrictions.
- 4) Construction equipment must be maintained per manufacturer's specifications.
- 5) Planning and Building staff will work with project applicants to limit GHG emissions from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:
 - a) Substitute electrified or hybrid equipment for diesel- and gasoline-powered equipment where practical.
 - b) Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.
 - c) Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.
 - d) Limit heavy-duty equipment idling time to a period of 3 minutes or less, exceeding CARB regulation minimum requirements of 5 minutes.

WHEN: These mitigations shall be incorporated into conditions of approval for the Special Development Permit (SDP) prior to its final approval by the City's Planning Commission. The conditions will become valid when the SDP is approved and prior to building permit issuance.

WHO: The project property owner shall be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
35. Exceeds the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including nonmotorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/
36. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measurements, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/
37. Results in a change in air traffic patterns, including either an increase in air traffic levels or a change in flight patterns or location that results in substantial safety risks to vehicles, bicycles, or pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
38. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
39. Conflict with adopted policies, plans, or programs regarding public transit or nonmotorized transportation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/
40. Affect the multi-modal performance of the highway and/or street and/or rail and/or off road nonmotorized trail transportation facilities, in terms of structural, operational, or perception-based measures of effectiveness (e.g. quality of service for nonmotorized and transit modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/
41. Reduce, sever, or eliminate pedestrian or bicycle circulation or access, or preclude future planned and approved bicycle or pedestrian circulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/
42. Cause a degradation of the performance or availability of all transit including buses, light or heavy rail for people or goods movement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/

Further Discussion if “Less Than Significant” with or without mitigation:

35. Transportation – (No Impact) – Development proposals require preparation of a transportation impact analysis (TIA) if more than 100 new peak hour trips in either the AM (7:00AM – 9:00AM) or PM (4:00PM-6:00PM) peak hour are estimated. The Institute of Transportation Engineers (ITE) Manual is the standard reference document prescribed by the Santa Clara County Congestion Management Program TIA Guidelines for estimating trip generation from land development. These guidelines are used by all cities in Santa Clara County for determining the necessity for traffic analysis. Per the ITE Trip Generation Manual, 9th Edition (“ITE Manual”) the City’s Division of Transportation and Traffic estimates that the project will not result in 100 net new AM and PM peak hour trips. It is anticipated that the existing roadway system can accommodate the incremental increase in trips.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Building	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
43. Hydrology and Water Quality - Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 www.sunnyvaleplanning.com , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
44. Hydrology and Water Quality - Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 www.sunnyvaleplanning.com , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
45. Hydrology and Water Quality - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1995 ABAG Dam Inundation Map www.abag.ca.gov , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
46. Geology and Soils - Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Municipal Code 12.60, City of Sunnyvale Storm Water Quality Best Management Practices Guideline Manual
47. Geology and Soils - Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, www.sunnyvaleplanning.com California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code
48. Geology and Soils - Be located on expansive soil, as defined by the current building code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code

Further Discussion if "Less Than Significant" with or without mitigation:

43-45. Hydrology and Water Quality (No Impact) – The project sites are located in the "X" flood zone (designated by the Federal Emergency Management Agency or FEMA) that is considered a moderate to low risk area with a 0.2% annual chance of flood; 1% annual chance of flood with average depths of less than one foot or with drainage areas less than one mile; and areas protected by levees with 1% annual chance of flood. Because of the project sites' location outside of a significant flood zone, the project's flooding impacts are expected to be less than significant.

47 and 48. Geology and Soils (Less than Significant) – A geotechnical report will be required during the SDP and TM review process, and subsequent impacts, if any, will be disclosed at that time. Soil testing to determine suitability for residential uses is addressed in the Hazards and Hazardous Materials section of this study.

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
49. Utilities and Service Systems - Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
50. Utilities and Service Systems - Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
51. Utilities and Service Systems - Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
52. Utilities and Service Systems - Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
53. Utilities and Service Systems - Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
54. Utilities and Service Systems - Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
55. Hydrology and Water Quality - Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
56. Hydrology and Water Quality - Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
57. Hydrology and Water Quality - Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Santa Clara Valley Water District Groundwater Protection Ordinance www.valleywater.org
58. Hydrology and Water Quality - Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems in a manner which could create flooding or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
59. Hydrology and Water Quality - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
60. Utilities and Service Systems - Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
61. Public Services Infrastructure - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if "Less Than Significant" with or without mitigation: None required.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Public Safety	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
62. Public Services Police and Fire protection - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
63. Public Services Police and Fire protection - Would the project result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	California Building Code SMC Section 16.52 Fire Code

Further Discussion if "Less Than Significant" with or without mitigation: None required.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Public Safety – Hazardous Materials	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
64. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan, www.sunnyvaleplanning.com
65. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan, www.sunnyvaleplanning.com Title 20 of the City of Sunnyvale Municipal Code Phase I Environmental Site Assessment by Rosewood Environmental Engineering dated January 2016
66. Hazards and Hazardous Materials - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map www.sunnyvaleplanning.com

67. Hazards and Hazardous Materials - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	State of California Hazardous Waste and Substances Site List (Cortese List), Department of Toxic Substance Control
68. Hazards and Hazardous Materials - Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if “Less Than Significant” with or without mitigation:

65. Hazards and Hazardous Materials (Less than Significant) – A Phase I Environmental Site Assessment for the 210 W. Ahwanee Avenue site was prepared by Rosewood Environmental Engineering, dated January 2016. Assessments were not prepared for the 214 and 220 W. Ahwanee Avenue sites because no physical changes are proposed. The studies are available for review at the City of Sunnyvale’s Community Development Department, Monday through Friday between 8 a.m. and 5 p.m.

The Phase I builds on the results of previous Phase I and Phase II reports for 210 W. Ahwanee Avenue. The Phase I found that the site is acceptable for residential use. The site was historically used for agricultural purposes, including an orchard. The site was then used for automobile repair operations from the 1960s to near present day. Residual persistent pesticides do not appear to remain at the site from previous agricultural use. Low levels of volatile organic compounds associated with previous automobile repair uses were found in near surface soil samples. However, these low concentrations were below screening levels for residential use. Additionally, soil gas is not affected deeper than two feet below ground surface. An underground storage tank was removed from the site in the 1980s, and subsurface soil and groundwater testing did not indicate any releases from the tank. There is also a water well present at the site.

As previously discussed in *Section 4.0*, in December 2015, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbating those environmental hazards or risks that already exist. Nevertheless, the City has policies and regulations (including Policy SN-1.1 that states to make land use decisions based on an awareness of hazards and potential hazards for the specific parcel of land and Policy SN-1.5 that states to promote a living and working environment safe from exposure to hazardous materials) that address existing conditions affecting a proposed project, which are discussed below as planning considerations, not CEQA impacts. Note that existing hazardous materials conditions would not be exacerbated by the project (e.g., project construction or remediation) such that the existing conditions would impact (or worsen) hazardous materials conditions off-site. The recommendations below are provided as planning considerations for consistency with the General Plan:

- To address the low levels of volatile organic compounds associated with petroleum hydrocarbons that were found in subsurface soil, the environmental professional should be present at the time the asphalt is removed from the parking lot. If stained or affected areas exceed five yards total or two feet deep, then regulatory agencies should be notified in accordance with Porter Cologne Act guidelines.
- The environmental professional should be present when the area of the reported former underground storage tank is excavated or graded, with sampling equipment available, if necessary.
- The demolition contract should include the potential for handling and disposing lead-based painted surfaces and PCB-containing lamp ballasts.

- The water well at the site should be destroyed and properly closed according to local, county, and state regulations.
- During grading operations, report to the environmental professional any pipes that might lead to an underground fuel or septic tank. Notify the environmental professional if any PVC, concrete or metal pipes not associated with the water system are exposed during grading or excavation.
- During grading operations, soil technicians and operators should be made aware to look for unusual conditions suggesting buried debris or other potential adverse environmental conditions and to notify the environmental professional if such conditions exist.

As the above are not considered required CEQA mitigation measures, the City has the discretion to require the above when considering the project. **(Less than Significant)**

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
69. Public Services Parks - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
70. Recreation - Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
71. Recreation - Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if “Less Than Significant” with or without mitigation: None required.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

City of Sunnyvale General Plan:

Sunnyvale General Plan Consolidated in (2011)

generalplan.InSunnyvale.com

- Community Vision
- Land Use and Transportation
- Community Character
- Housing
- Safety and Noise
- Environmental Management
- Appendix A: Implementation Plans

City of Sunnyvale Climate Action Plan 2014**City of Sunnyvale Municipal Code:**

- Title 8 Health and Sanitation
- Title 9 Public Peace, Safety or Welfare
- Title 10 Vehicles and Traffic
- Title 12 Water and Sewers
- Chapter 12.60 Storm Water Management
- Title 13 Streets and Sidewalks
- Title 16 Buildings and Construction
 - Chapter 16.52 Fire Code
 - Chapter 16.54 Building Standards for Buildings Exceeding Seventy –Five Feet in Height
- Title 18 Subdivisions
- Title 19 Zoning
 - Chapter 19.28 Downtown Specific Plan District
 - Chapter 19.29 Moffett Park Specific plan District
 - Chapter 19.39 Green Building Regulations
 - Chapter 19.42 Operating Standards
 - Chapter 19.54 Wireless Telecommunication Facilities
 - Chapter 19.81 Streamside Development Review
 - Chapter 19.96 Heritage Preservation
- Title 20 Hazardous Materials

Specific Plans:

- Downtown Specific Plan
- El Camino Real Precise Plan
- Lockheed Site Master Use Permit
- Moffett Park Specific Plan
- 101 & Lawrence Site Specific Plan
- Southern Pacific Corridor Plan
- Lakeside Specific Plan
- Arques Campus Specific Plan

Environmental Impact Reports:

- Futures Study Environmental Impact Report
- Lockheed Site Master Use Permit Environmental Impact Report

- Tasman Corridor LRT Environmental Impact Study (supplemental)
- Kaiser Permanente Medical Center Replacement Center Environmental Impact Report (City of Santa Clara)
- Downtown Development Program Environmental Impact Report
- Caribbean-Moffett Park Environmental Impact Report
- Southern Pacific Corridor Plan Environmental Impact Report
- East Sunnyvale ITR General Plan Amendment EIR
- Palo Alto Medical Foundation Medical Clinic Project EIR
- Luminaire (Lawrence Station Road/Hwy 237 residential) EIR
- NASA Ames Development Plan Programmatic EIS
- Mary Avenue Overpass EIR
- Mathilda Avenue Bridge EIR

Maps:

- General Plan Map
- Zoning Map
- City of Sunnyvale Aerial Maps
- Flood Insurance Rate Maps (FEMA)
- Santa Clara County Assessor's Parcel
- Utility Maps
- Air Installations Compatible Use Zones (AICUZ) Study Map
- 2010 Noise Conditions Map

Legislation / Acts / Bills / Resource Agency Codes and Permits:

- Subdivision Map Act
- Municipal Regional Stormwater NPDES Permit
- Santa Clara County Valley Water District Groundwater Protection Ordinance
- Section 404 of Clean Water Act

Lists / Inventories:

- Sunnyvale Cultural Resources Inventory List
- Heritage Landmark Designation List
- Santa Clara County Heritage Resource Inventory
- Hazardous Waste & Substances Sites List (State of California)
- List of Known Contaminants in Sunnyvale
- USFWS / CA Dept. F&G Endangered and Threatened Animals of California
<http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/TEAnimals.pdf>
- The Leaking Underground Petroleum Storage Tank List www.geotracker.waterboards.ca.gov

- The Federal EPA Superfund List
www.epa.gov/region9/cleanup/california.html
- The Hazardous Waste and Substance Site List
www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

Guidelines and Best Management Practices

- Storm Water Quality Best Management Practices Guidelines Manual 2007
- Sunnyvale Citywide Design Guidelines
- Sunnyvale Industrial Guidelines
- Sunnyvale Single-Family Design Techniques
- Sunnyvale Eichler Guidelines
- Blueprint for a Clean Bay
- Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams
- The United States Secretary of the Interior 's Guidelines for Rehabilitation
- Criteria of the National Register of Historic Places

Transportation:

- California Department of Transportation Highway Design Manual
- California Department of Transportation Traffic Manual
- California Department of Transportation Standard Plans & Standard Specifications
- Highway Capacity Manual
- Institute of Transportation Engineers - Trip Generation Manual & Trip Generation Handbook
- Institute of Transportation Engineers - Traffic Engineering Handbook
- Institute of Transportation Engineers - Manual of Traffic Engineering Studies
- Institute of Transportation Engineers - Transportation Planning Handbook
- Institute of Transportation Engineers - Manual of Traffic Signal Design
- Institute of Transportation Engineers - Transportation and Land Development
- U.S. Dept. of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices for Street and Highways & CA Supplements
- California Vehicle Code
- Santa Clara County Congestion Management Program and Technical Guidelines
- Santa Clara County Transportation Agency Short Range Transit Plan
- Santa Clara County Transportation Plan
- Traffic Volume Studies, City of Sunnyvale Public works Department of Traffic Engineering Division

- Statewide Integrated Traffic Records System
- Sunnyvale Zoning Ordinance – including Titles 10 & 13
- City of Sunnyvale General Plan – land Use and Transportation Element
- City of Sunnyvale Bicycle Plan
- City of Sunnyvale Neighborhood Traffic Calming Program
- Valley Transportation Authority Bicycle Technical Guidelines
- Valley Transportation Authority Community Design & Transportation – Manual of Best Practices for Integrating Transportation and Land Use
- Santa Clara County Sub-Regional Deficiency Plan
- City of Sunnyvale Deficiency Plan
- AASHTO: A Policy on Geometric Design of Highways and Streets

Public Works:

- Standard Specifications and Details of the Department of Public Works
- Storm Drain Master Plan
- Sanitary Sewer Master Plan
- Water Master Plan
- Solid Waste Management Plan of Santa Clara County
- Geotechnical Investigation Reports
- Engineering Division Project Files
- Subdivision and Parcel Map Files

Miscellaneous Agency Plans:

- ABAG Projections 2013
- Bay Area Clean Air Plan
- BAAQMD CEQA Guidelines 2011 Thresholds

Building Safety:

- California Building Code,
- California Energy Code
- California Plumbing Code,
- California Mechanical Code,
- California Electrical Code
- California Fire Code
- Title 16.52 Sunnyvale Municipal Code
- Title 16.53 Sunnyvale Municipal Code
- Title 16.54 Sunnyvale Municipal Code
- Title 19 California Code of Regulations
- National Fire Protection Association (NFPA) standards

OTHER:**Project Specific Information**

- Project Description
- Conceptual Project Development Plans dated August 2016
- Environmental Noise Assessment by Charles M. Salter Associates, Inc., dated October 4, 2016
- Arborist Report by Henry Ardalan, dated August 31, 2016
- California Historical Resources Information System (CHRIS) Letter, dated August 31, 2016
- Air Quality and Greenhouse Gas Emissions Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
- Phase I Environmental Site Assessment by Rosewood Environmental Engineering dated January 2016
- Project Climate Action Plan CEQA Checklist

Summary

This checklist identifies the minimum criteria a project must demonstrate to use the City's CAP for purposes of streamlining the analysis of greenhouse gas emissions under CEQA. Minimum criteria outlined below includes: 1) consistency with CAP forecasts, and 2) incorporation of applicable Near-Term (prior to 2016) strategies and measures from the CAP as binding and enforceable components of the project.

Section 1: Consistency with CAP Forecasts

The CAP's achievement of the 15% reduction below 2008 target is based on growth assumptions in the City's General Plan and regional growth forecasts. For eligibility to streamline from the CAP for purposes of an environmental analysis, projects must demonstrate consistency with CAP forecast assumptions using the criteria listed below. As appropriate, these criteria should be cited as evidence in any subsequent environmental document.

1A. Does the project include large stationary emissions sources that would be regulated by the Air District?

☐ Yes

☒ No

*If **no**, then the project may be eligible to claim consistency with growth assumptions that were used for CAP modeling. Skip to question **1C** to determine consistency with CAP forecasts.*

*If **yes**, the project may trigger additional changes to the physical environment that were not considered in the CAP and would otherwise be regulated by the Bay Area Air Quality Management District. Complete **1B**.*

1B. If this project is a stationary source emitter as outlined under 1A, does it also include any of the following emissions sources?

Residential uses	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Commercial uses	<input type="checkbox"/> Yes	<input type="checkbox"/> No

*If **no**, the project does not include any emissions sources that were assumed in CAP growth forecasts. Therefore, the project may trigger additional changes to the physical environment that were not considered in the CAP. CAP measures may be used to mitigate GHG emissions, but project-level analysis of GHG emissions using the California Emissions Estimator Model (CALEEMod) or another method must be prepared by a qualified air quality consultant. If **yes**, the project may include emissions sources mitigated by the CAP. Therefore, any sources identified in 1B may be eligible to claim consistency with the CAP. All stationary sources regulated by the Bay Area Air Quality Management District shall be analyzed separately. Other sources that were analyzed in the CAP may still qualify for streamlining, should the project demonstrate consistency with the CAP as outlined in **1C** and following sections below.*

1C. Does the project trigger an amendment to or adoption of any of the following planning documents?

General Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Specific Plan	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Precise Plan for El Camino Real	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Please describe any amendments or adoption of new specific plans or special planning areas, as applicable:

General Plan Amendment to change the land use designation from Industrial to Residential High Density (27-45 du/ac) – 210 W. Ahwanee Ave (APN 204-03-003), 214 W. Ahwanee Ave (APN 204-03-002), and 220 W. Ahwanee Ave (APN 204-03-043)

*If **no**, then the project is eligible to claim consistency with growth assumptions that were used for CAP forecasts.*

*If **yes**, the project would trigger an amendment to or adoption of one or more of the documents list above, complete **1D** below.*

1D. If the project triggers an amendment to the General Plan, specific plans, and/or special planning areas, complete the following table:

	Existing & Proposed Project			Proposed Project's Net Effect on Citywide Forecasts		
	Existing or Allowed Under Existing Zoning (A)	Proposed Project (B)	Net Change from Existing Zoning (C=B-A)	2020 CAP Forecast (D)	Proposed Project's Net Effect on Citywide 2020 Forecast (E = D+C)	Would Net Effect of Project Exceed the Citywide 2020 CAP Forecast?
Population				145,020		
Jobs				89,750		
Households / Dwelling Units	1	67	66	59,660	59,726	YES

Please describe any assumptions used to calculate existing, allowed, or proposed conditions:

The existing nonconforming unit is at 214 W. Ahwanee Ave. Under the current zoning and General Plan, this could not be rebuilt without a Special Development Permit if it is intentionally demolished.

*If **no** for all indicators above, then the project may be eligible to claim consistency with CAP growth assumptions. The project's assumed residents, employees, and households would not create a net increase on community-wide growth assumed in the CAP. The CAP uses these community-wide growth indicators to forecast community-wide emissions from residential energy use, nonresidential energy use, water-related emissions, and waste. Because the CAP uses these comparable indicators to forecast non-transportation related emissions, and the project would not exceed the CAP's assumed 2020 residents, employees, and dwelling units, the project's non-transportation emissions are therefore consistent with CAP growth assumptions and captured within the CAP's emissions forecast. Complete **1E** below.*

*If **yes** to one or more indicators above, the proposed project's net effect on citywide 2020 forecasts would exceed the 2020 CAP forecast assumptions. Therefore, the project may trigger additional emissions not assumed in CAP growth forecasts.*

Any projects that exceed the 2020 forecasts may still rely on the CAP for identification of measures and standards for mitigation. However, since such projects exceed the assumptions of the CAP forecast, it is recommended that the project demonstrate anticipated project-level GHG emissions estimates using CALEEMod or another tool. (estimates prepared by consultant).

See the project Air Quality and Greenhouse Gas Emission Assessment by Illingworth & Rodkin, Inc. dated January 10, 2017. The project level increase is less than significant because it does not exceed the most stringent BAAQMD project-level emission threshold of 1,100 metric tons of CO₂e per year.

1E. If the project is consistent with CAP growth forecasts as identified in 1D above, provide the following information.

Would the project have a potentially significant impact after mitigation on any of the following standards of significance identified in the State CEQA Guidelines, Appendix G?

a) Conflict with an applicable plan, program, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
c) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

*If **yes** to one or more standards above, the proposed project's net effect on citywide 2020 forecasts is inconsistent with plans, programs, or policies that informed the assumptions for the 2020 transportation forecast. Therefore, the project is inconsistent with transportation emissions forecasts and is not eligible to claim consistency with the CAP for purposes of GHG emissions and impacts on climate change.*

*If **no for all standards above**, then the project is consistent with the plans, programs, policies, or ordinances that informed the travel demand model for the 2020 transportation forecast of the CAP. Therefore, the project is consistent with CAP growth assumptions for transportation emissions in the CAP and is eligible to claim consistency with CAP transportation forecasts.*

Section 2: Consistency with CAP Measures

The CAP provides measures that achieve a 15% reduction below 2008 emissions levels by 2020. Each of the measures contains a bulleted list of action items/project standards that help projects achieve that goal. Projects that wish to demonstrate consistency with the CAP must demonstrate consistency with all applicable measures and action items/project standards from the CAP. Consistency with all applicable measures should be cited as evidence to support tiering from the CAP.

2A. Using the action items/project standards identified on the following pages, identify all measures and action items/project standards that are applicable to the project. Identify applicability and project compliance with each action item/project standard.

If a project demonstrates all applicable mandatory standards, the project is eligible to claim consistency with CAP measures and is eligible for CAP streamlining.

If a project does not integrate all applicable mandatory standards, the project is ineligible to claim consistency with CAP measures and is not eligible for CAP streamlining.

Additional voluntary measures may also be recommended. Projects inconsistent with growth forecasts should consider integrating all feasible voluntary and mandatory CAP measures.

Standards for Climate Action Plan Consistency/Private Development

(Includes Near-Term Action Items and Action Items Already Implemented by the City)

Applicable? (Yes or No)	Measure	Action Item/Project Standard	Describe whether standards are applicable and how the project demonstrates consistency with applicable standards
Yes	OS-2	Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property such as retail shopping centers	The project is subject to useable open space and landscaping per unit requirements of the City's landscaping ordinance. Conceptual plans demonstrate initial consistency with these standards and final plans will be required as part of a separate Special Development Permit (SDP) application, if the General Plan Amendment and Rezoning is approved.

Yes	OS-3.1	Continue to implement the City's Tree Preservation requirements.	There are no existing trees onsite. Tree protection measures will be required for all neighboring trees that may be affected by project construction.
Yes	EC-2.2	Continue to require energy-efficient siting of buildings. Buildings should be oriented and landscape material should be selected to provide maximum energy efficiency for the buildings	A minimum of 80 points on the GreenPointRated checklist is required to comply with the City's Green Building requirement. The details will be finalized as part of the SDP process.
Yes	WC-2.3	Require new open space and street trees to be drought-tolerant	The project is required to comply with the Water-Efficient Landscaping requirements, and the details will be finalized as part of the SDP process.
Yes	LW-2.1	Require multi-family homes to participate in the City's Multi-family Recycling Program	The project is required to participate in the recycling program. The details will be finalized as part of the SDP process.
Yes	LW-2.2	Select materials to be targeted for diversion methods, services or technologies based on the results of the Zero Waste Strategic Plan	The Zero Waste Strategic Plan is already being implemented.
No	CA-1.7	Actively promote the use of alternative modes of transportation as safe modes of travel. When applicable, promote viable programs sponsored by 511.org, the BAAQMD and other recognized agencies on the City's website and publications	The study area (south side of W. Ahwanee Avenue between San Aleso Avenue and Borregas Avenue) is located within 0.4 miles walking distance of a VTA bus stop at Mathilda Avenue and Almanor Avenue. All projects are required to provide bicycle parking facilities, improve public sidewalks, and provide onsite pedestrian paths. Multi-family residential projects are required by the Sunnyvale Municipal Code to incorporate transportation demand management (TDM) measures.
No	CTO-1.1	Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction and maintenance activities	The existing public street on W. Ahwanee Avenue is not being modified.
No	CTO-1.2	Implement the street space allocation policy (RTC 8-085, April 28, 2009) in coordination with road reconstruction or resurfacing projects to provide road configurations that accommodate all travel modes.	The existing public street on W. Ahwanee Avenue is not being modified.
No	CTO-1.3	Require new development to provide cross-parcel access and linkages from the	Onsite pedestrian circulation is required for residential projects. A new public sidewalk will be installed as part of the

		development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks and other parcels for ease of pedestrian and cyclist access	project- details of which to be finalized as part of the SDP process.
Yes	CTO-1.4	Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.	A new sidewalk and street trees, as well as improved lighting fixtures will be required as part of the SDP process.
No	CTO-1.5	Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings and other design elements.	The existing public street on W. Ahwanee Avenue is not being modified.
Yes	CTO-1.6	Require sidewalks to be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic.	A new sidewalk will be required to be installed per City standards as part of the SDP process.
Yes	CTO-2.1	Require public areas and new development to provide bicycle parking consistent with the VTA Bicycle Technical Guidelines, as amended.	Bicycle parking for residential units is required by Sunnyvale Municipal Code Chapter 19.46.
No	CTO-3.1	Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.	N/A, the project is for residential use.
No	CTO-4.1	Require existing and future major employers to utilize a variety of transportation demand management measures such as flexible work schedules, telecommuting, guaranteed rides home, low or no cost transit passes, parking "cash-out" incentives and other programs that provide employees with alternatives to single-occupant commutes.	N/A, the project is for residential use.
Yes	EP-2.3	Prevent buildings and additions from shading more than 10% of roofs of other structures.	A solar study will be required per City standards during the SDP process.

No	EP-2.3	Continue to allow and encourage solar facilities above paved parking areas.	N/A, conceptual plans show an underground parking structure for the foreseeable project at 210 W. Ahwanee Avenue.
Yes	OR-1.3	In project review, encourage the replacement of high-maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.	The project is required to comply with the Water-Efficient Landscaping requirements, and details will be finalized during the SDP review process.
Yes	OR-2.1	Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) or less. Clear signage will be provided at all access points to remind construction workers of idling restrictions.	This is a standard condition of approval that will be implemented during construction.
Yes	OR-2.2	Construction equipment must be maintained per manufacturer's specifications	This is a standard condition of approval that will be implemented during construction.
Yes	OR-2.3	Planning and Building staff will work with project applicants from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:	This is a standard condition of approval that will be implemented during construction.
		a. Substitute electrified or hybrid equipment for diesel and gasoline powered equipment where practical	
		b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.	
		c. Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.	

		d. Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB regulation minimum requirements of five minutes.	
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Section 3: Minimum Recommended Content for Environmental Analysis

Projects demonstrating consistency with the CAP should use the following table as a guide for preparation of environmental analysis. As appropriate, information on the preceding pages should be used to support the analysis:

	Greenhouse gas analysis topic	Minimum recommended content
1	Existing Settings	General - GHG emissions and effects of global climate change
2	Existing Settings	State - statewide inventory and forecasts
3	Existing Settings	Local - Summary of CAP inventory and forecasts
4	Regulatory Framework	Federal - Brief overview of context
5	Regulatory Framework	State - CEQA Guidelines Section 15183.5 Tiering and Streamlining Analysis of GHGs - Summary of the streamlining provisions and whether they apply to the project, focusing on project components that aren't otherwise covered by streamlining
6	Regulatory Framework	State - regulations quantified and addressed in the CAP, including EO-S-3-05, AB 32, Climate Change Scoping Plan, Renewable Portfolios Standard (Senate Bill 1078, Governor's Order S-14-08, and California Renewable Portfolio Standards), Sustainable Communities Strategy, and California Building Energy Efficiency Standards
7	Regulatory Framework	Local – Bay Area Air Quality Management District
8	Regulatory Framework	Local - CAP, brief summary
9	Standards of Significance	CEQA Guidelines, Appendix G Standards
10	Standards of Significance	CEQA Guidelines Section 15183.5 Tiering and Streamlining Analysis of GHGs
11	Standards of Significance	CAP and supplemental EIR guidance
12	Impacts	Identify findings of CAP supplemental EIR
13	Impacts	Finding: Provide findings of significance, streamlining by focusing on findings of CAP supplemental EIR.

	Greenhouse gas analysis topic	Minimum recommended content
14	Impacts	<p>Projects that are consistent with CAP forecasts and measures should demonstrate the following:</p> <ul style="list-style-type: none"> -Consistency with assumptions of CAP forecast, using tables and information from this guide -Incorporation of all applicable CAP measures as mitigations or as part of the project description -CAP finding that all such measures, on a citywide basis, lead to a less than significant impact
15	Impacts	<p>Projects that are inconsistent with either CAP forecasts or CAP measures are not eligible for streamlining. While such projects may still incorporate elements identified above, they should also incorporate project-level GHG emissions modeling.</p>